RAILWAY TIME TABLES.

DEL. LACK & WESTERN RAILROAD
Newark and Bloomfield Branch.

TO NEW YORK.

Leave Glen Ridge—6.15 6.52 7.14 7.40 14.04 5.20 8.15 10.07 11.07 12.58 1.40 3.20 5.09 6.40 7.30 8.20 9.07 10.20 11.35 P. M. 12.45 A. M.
Leave Bloomfield—6.17 6.54 7.16 7.42 7.56 8.22 8.17 10.09 11.09 A. M. 12.56 1.42 3.22 5.11 6.42 7.32 8.22 9.09 10.22 11.37 P. M. 12.47 A. M.
Leave Watsessing—6.19 6.56 7.18 7.44 7.58 9.19 10.31 11.41 A. M. 12.59 2.28 3.26 4.46 5.27 5.36 6.34 7.06 8.23 9.32 10.39 11.37 P. M. 12.47 A. M.

FROM NEW YORK.

Leave Barclay St.—6.30 7.10 8.10 9.00 10.30 11.30 A. M. 12.00 1.00 2.10 3.00 4.00 5.00 6.00 7.00 8.00 9.15 10.30 11.30 P. M.
Leave Newark—6.40 7.15 7.44 8.45 9.59 11.08 A. M. 12.09 1.08 2.44 4.13 5.13 5.44 9.03 6.31 6.57 7.27 8.40 9.51 11.03 12.08 P. M.

N. Y. & GREENWOOD LAKE R. R.

TO NEW YORK.

Leave Bloomfield—5.34, 6.45, 7.32, 7.40, 7.56, 8.30, 9.16, 10.46, a. m., 1.05, 3.51, 5.37, 7.16, 10.01 p. m. SATURDAY ONLY, 3.28 P. M.

FROM NEW YORK.

Leave Chambers Street—6.00, 8.22, 9.15 a. m., 12 m., 1.00, 3.37, 5.15, 5.45, 6.23, 7.06, 8.30, 10.45 p. m. SATURDAY ONLY, 12.50 P. M.
Sunday Trains from New York, 9.00, 10.00 a. m. 8.00, 8.30 P. M.
Sunday Trains to New York, leave Bloomfield at 7.43, 8.30 A. M., and 6.48, 7.21 P. M.

ADAMS AND JEFFERSON.

THE AUTHOR AND THE CHIEF ADVOCATE OF THE DECLARATION OF INDEPENDENCE —THEIR DEATHS WERE SO REMARKABLE THAT MANY SAW A PROVIDENCE IN IT.

Beyond question the most interesting fact in the history of Independence day is that the man who drafted the Declaration and the man who stood at his side when he introduced it into Congress, and who predicted with accuracy its future fame, died upon the same day and exactly fifty years after completing the greatest act of their lives.

They differed in almost every element of character, yet both were ardent patriots, upright law makers, and, in their ways, able statesmen. The Massachusetts man, with a Puritanical education and inherent distrust of universal suffrage, and the Virginian, of extremely liberal training and unbounded faith in democracy, worked their way to exactly the same conclusion in regard to Great Britian and the colonies. They stood together like brothers while the war lasted, then became the heads of radically differing parties, and were not reconciled till age had cooled their ambition and retirement had allowed resentment to die.

They probably agreed more nearly as to religious questions than any other. John Adams called himself a Unitarian, and posterity has agreed to call Thomas Jefferson a Deist, yet it is impossible to define with any exactness how they differed as to the attributes of God or the moral government of the universe. Adams certainly said the harsher things of Calvinism, but that was probably because he lived where Calvinism was still the ruling power; and it is amusing to note that Jefferson, who never spoke of any man's religion when he could decently avoid it, was long and vehemently denounced as a blasphemer and "French infidel," while Adams was popularly regarded as orthodox.

The popular instinct, however, was sound; the mind of Adams was reverential—to a degree far greater than that of Jefferson. Some old writer has summed up their alliance in the Revolution, for different reasons, by saying that Adams wanted the existing liberties of Englishmen secured by establishing a greater and better England in America, while Jefferson wanted a new system, root and branch, to secure the absolute liberties of human nature.

John Adams was born Oct. 19, 1735, and Thomas Jefferson April 2, 1743; the former also lived a few hours the later, his age at death being within three months of 91, while that of Jefferson was but 83. Jefferson was an extreme blonde, Adams somewhat darker; the former was tall and in youth somewhat ungainly, while the latter was rather below the medium size, firmly knit and graceful from his youth. Their friendship seemed to increase till the peace and they corresponded freely; but in their first service abroad each had an experience which even then indicated that they were soon to be political opponents, the narration of which is both amusing and instructive.

John Adams, as the first American minister to England, was, to put it bluntly, snubbed; Thomas Jefferson, on the contrary, was received with enthusiastic welcome at the court of France. The former denounced George III and his ministers, but bestowed high praise on the British government and people; the latter passed King Louis XVI over with something very like a sneer, and railed at his queen. When Minister Adams, after long delay, met George III for the first time the king said abruptly:

"Mr. Adams, I wish you to understand that I was the last man to consent to the independence of America."

Adams made an equally brusque reply; "I have no feeling or affection save for my own country."

"An honest man will have no other," rejoined the king, and so they soon became good friends.

When Minister Jefferson was introduced to Louis XVI and Marie Antoinette, his queen, they overwhelmed him with compliments and good wishes for "our dear allies, the Americans," to which he replied with only official courtesy and was soon intensely interested in the signs of the coming French revolution. It was plain, even then, that Thomas Jefferson would defend that revolution.

That Adams wanted a stronger central government for the United States and Jefferson a larger measure of local independence is a fact known to all. Two parties formed, and then came the French revolution and roused political passions to the boiling point. If the two had been superior to human nature and intent on remaining friends, their furious partizans would not have allowed it. They exchanged only the coldest official courtesies, and for thirteen years did not correspond. The indignation of Mrs. Abigail Adams over a wrong done to her son, John Quincy, was indirectly the cause of reconciliation.

She asked for an explanation; Jefferson wrote and convinced her that he was in no way responsible, and soon the old confidence was restored.

Thus harmonized, the two old statesmen and patriots descended hand in hand, as it were, to the grave. On the evening of July 3, 1826, it became evident that Jefferson was dying. A little after midnight he revived and remarked, "This is the Fourth of July." Early in the forenoon he became unconscious and soon after noon expired—within one hour of exactly fifty years after presenting the Declaration to Congress. About 3 o'clock the same day Mr. Adams was roused by hearing the shouts of the people in a distant grove, celebrating the day. He mentioned the fact and added, "Thomas Jefferson still lives." Soon after he breathed his last.

As the slow mails of those days spread the news the people were overcome by the great coincidence and remarked that heaven itself had set the seal of its high approval upon their great work by calling home on its first semi-centennial the author and the chief supporter of the Declaration of Independence.

J. H. BEADLE.

FROM THE N. Y. SUN.

A JULY SPECTACLE IN THE SKY

Five of the earth's sister planets, Venus, Saturn, Uranus, Mars, and Jupiter, are now visible in the evening. They are strung through the sky from west to east, Venus setting just as Jupiter is rising, and the others being scattered along the arch of the Zodiac between the two which terminate the line. It is at present a doubtful contest between Jupiter and Venus for the first place in brilliancy, but in a few weeks Venus, which is approaching the earth and consequently growing brighter, will have become incontestably brighter than her gigantic rival.

Saturn is only some twelve or fifteen degrees from Venus, near the star Regulus in Leo, and is not a conspicuous phenomenon in the presence of his brilliant sister.

Uranus is quite near the bright star Spica in Virgo, and although visible to a sharp eye without optical aid, should be looked for with the help of an opera glass and a planisphere or star map, on which its position among the neighboring small stars has been jotted down.

Mars is in the singular constellation of Scorpio, whose long winding assemblage of stars may be seen just in the south about 9 o'clock. Mars is not quite as bright as Venus, and its ruddy color will readily serve to distinguish it.

Jupiter is far over in the east in the constellation of Capricornus, and does not get well clear of the mists of the horizon before about 10 o'clock. When it has risen sufficiently high, and the air is clear, a good field glass easily shows its four moons, which appear as tiny specks of light almost swallowed up in the glare of the great planet. If the observer does not see them the first time he tries he should not conclude that his glass is incapable of showing them. They may be too close to the planet, and some of them may be, at the time, in eclipse from Jupiter's shadow or in the act of passing either behind or in front of the planet. Their motions are so rapid that a considerable change in their relative positions may be witnessed in the course of an evening.

It will be found a very interesting occupation, by the way, to take an opera glass, and, beginning with a good look at Venus before she sets, follow the line of the zodiac, along which the planets lie, over into the east, where Jupiter is rising. The observer will pass across the constellations of Leo, Virgo, Libra, Scorpio, and Sagittarius and into Capricornus, beholding some of the richest scenery in the starry heavens. This is particularly true of Scorpio and Sagittarius, where the broad stream of the Milky Way is crossed. Here some of the finest star clusters and star swarms may be seen, and a powerful glass will reveal an amazing amount of detail where the stars are bedded like silvery banks of pebbles.

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NOTICE OF SETTLEMENT.—Notice is hereby given that the Accounts of the subscriber, Executor of Ian Bofdil, deceased, will be audited and stated by the Surrogate and reported for settlement to the Orphan's Court of the County of Essex, on Tuesday, the ninth day of September next.

Dated June 17, 1890. J. BAYNE BEFORD

REAL ESTATE FAKIRS.

How a Young Western Man Began on Nothing to Make Money.

"While fakirs are numerous in all classes of business," said a prominent real estate dealer, "I think that there are more of them in our business than in almost any other. The real estate fakir is usually an ambitious young man whose imagination has been fired by the daring exploits of such men as Napoleon Ives. He thinks that in nothing else can he so quickly attain riches, at the same time avoiding the fall that blighted Ives' career.

"These fakirs, dressed in their best suits of clothes, call at a broker's office, talk of their property, of large deals on hand and of options held by them, as though they possessed the wealth of a Gould. The unsuspicious broker receives them with open arms, but soon discovers that is all talk. These adventurers go from one office to another, and it is always the same story—dreams, empty dreams. Once in a while a bright young fellow succeeds on nothing but nerve, as did a young acquaintance of mine. The fellow I speak of lived by working on a salary of $50 a month, and decided to open a real estate office. With a capital of $100 he rented an office, had handsome cards engraved, and fearlessly embarked upon the real estate market. He succeeded beyond his wildest expectations, and is today worth $50,000, and all in one year."

"What was his method of operation?" queried the reporter.

"It was simply this," responded the broker. "The young man discovered a vacant lot in a desirable location for which the owner paid $10,000 about two years previous. He called on the owner and agreed to pay him $15,000 for the lot. His offer was promptly accepted.

"'Hold on,' said the young man, 'I haven't a cent, but this is what I propose to do: convey the lot to me and put the consideration at $20,000. I will execute a trust deed to you for $15,000, which I want you to withhold from record for a few weeks.'

"This was agreed to, and the young financier had plans and specifications drawn, advertised for bids and received bids running from $45,000 to $70,000. He concluded to let the contract to the lowest bidder. Now came the vital question of obtaining the money. The young man was equal to the emergency. He called on a well known capitalist, showed him his deed for the lot, assured him he had paid $20,000 cash for it, and stated that he had contracted for the erection of a $70,000 building. This, added to the value of the lot, would make $90,000. After an examination of the situation the capitalist agreed to loan him $60,000, secured by mortgage on the lot and the building to be erected.

"My young friend paid the $15,000 due on the lot, and a handsome building now stands there. He also refused $25,000 a few days ago for a half interest in his equity in the property. The building yields a good income, and in a few years will pay for itself. I can say that while this young fellow deceived in the first instance, he has lived up to his promises and is now doing a good business."

Another broker relates an amusing encounter with a crank.

"We meet with plenty of cranks in our business," said this broker. "They all have some wild scheme with millions in it. One came into my office today with a great scheme. He assured me in seriousness that he would make my fortune. As I was not busy I listened to him. His plan was to buy the space above buildings of moderate height. 'Of course,' said this crank, 'we won't tell the property owners what we propose to do with this space, and they will think they have struck a snap and that we are fools when we offer them a few hundred dollars for the air above their buildings. When we have obtained this space we can build on as high as we please. Don't you see?'

"I failed to see, and he left, muttering how many fools there are left."—Chicago Post.

Shamoy Leather.

Shamoy or wash leather, properly chamois leather, is so called because originally and when of the best quality it was made from the chamois or wild goat inhabiting the Alps and Pyrenees. It is now made chiefly from the skin of deer, goats and sheep. It is essentially distinguished from other kinds of leather in being dressed with oil without salt, alum or tan, and in the grain being taken off. The skins are brought to a state of pelt by liming and washing. The buff color is imparted by dipping into gamboge, not to tan, but to dye them.—New York Telegram.

Lead Dust in Quantity.

Cases of lead poisoning among the lacquard weavers in a Swiss factory were traced to the dust from leaden weights which are used by the weavers to carry the thread of their warp. After the varnish has been rubbed off from the weights the lead begins to wear away, and falls in fine particles among the dust on the floor. In some cases the dust was as much as 56.86 per cent. lead, and even when the utmost care had been taken 9 or 10 per cent. of lead was found in it.—Philadelphia Ledger.

A Child's Simile.

Calloboy (who is growing a beard)—Little girl, why do you look at me so steadily? Never see me before?

Flossie—I was only wondering if you were one of the gentlemen papa says can play chin music.

Calloboy—Not I. But why do you think so?

Flossie—'Cause your chin looks so like the cylinder of our music box.—Pittsburg Bulletin.

Love of Life.

A recent writer says that persons who earnestly desire to live can keep a mortal disease at bay much longer than those who are comparatively indifferent to their fate. A resolute determination not to succumb is, as every army surgeon knows, the salvation of many a wounded soldier, who without it would assuredly die.—Hall's Journal of Health.

Important Information for Tourists and Others.

The proper and picturesque route for business and pleasure travel from the City to the Catskill Mountains, Saratoga and other New York State resorts, is by the West Shore Railroad. By taking the Penn. R. R. Passengers will make direct connection with the West Shore in Union Depot at Jersey City, and commencing about June 15th drawing-room cars are run through without change.

For tourist books, time-tables and information regarding the West Shore Railroad call on or address H. B. Jagee, General Eastern Passenger Agent, 363 B'way, or C. E. Lambert, General Passenger Agent, 5 Vanderbilt Avenue, New York City.

"Summer Excursions," a handsomely illustrated book giving description of the Hudson River and New York State resorts will be mailed on receipt of five cents, postage.

THIS PAPER may be found on file at GEO. P. ROWELL & CO'S Newspaper Advertising Bureau (10 Spruce street), where advertising contracts may be made for it in **NEW YORK.**

One Leg Nearly as Good as Two.

The coat with which Governor Beaver, of Pennsylvania, goes about on one leg and two crutches surprises almost every one who meets him. In reply to a query on this point the general tells a story. "A classmate of mine at Jefferson college lost an arm while fighting in the southern army. At a reunion of our class at the end of the war I was the first member on hand. After engaging a room at a Canonsburg hotel I sauntered around the old college buildings waiting for the rest of the boys of the class of '56 to turn up. The first one to put in an appearance had an empty coat sleeve. While a Confederate shell had taken my leg, a Union ball had torn away his arm. I invited him up to my room, and he was with me that night. I noticed that he had no difficulty at all in arranging his clothing and in doing pretty nearly everything else that a man with two arms finds necessary to do. I said to him that the loss of an arm did not seem to inconvenience him. 'Well, do you know, Jim,' he replied, 'that since I lost my other arm and find everything I want to do can be done with one arm instead of two, I often wonder what reason the good Lord had for making a man with two arms.' Now, in my case," the general concluded, "I won't put the thing as strongly as my maimed classmate did, but one leg seems to answer me very well."—Chicago Herald.

Indian Lions Dying Out.

The lions of India appear to be going the way of the great bustard and the dodo, and the reason is found in the extension of railways, for the monarch of the forest shares with Mr. Ruskin a mortal antipathy to the smoke and screams of locomotives. Within the memory of many persons lions were common enough in Rajputana, and even now the roar of one may be heard occasionally in the wildest parts of Central India; but the new railway from Nagpur is now being constructed through this country, and this is practically a notice to quit served upon the few remaining lions in the central provinces. Practically the only lions now remaining that are worth mentioning seem to be the race existing in Katty war, which was visited by Prince Albert Victor the other day. Their number remains, it is believed, pretty stationary. It is strictly forbidden to shoot them, save by way of the grand sport; but many conditions are unfavorable to their multiplication, and even the Kattywar lions are clearly doomed ere long to disappear.—London News.

About Balking Horses.

Horses know nothing about balking until they are forced into it by bad management. When a horse balks in harness it is generally from some mismanagement, excitement, confusion, or from not knowing how to pull, but seldom from any unwillingness to perform all that he understands. A free horse in a team may be so anxious to go that when he hears the word he will start with a jump which will not move the load, but give him so severe a jerk on the shoulders that he will fly back and stop the other horse. Next will come the slashing and cracking of the whip and hallooing of the driver, until something is broken or the driver is through with his course of treatment. But what a mistake the driver makes in whipping his horse for this act! Reason and common sense should teach him that the horse was willing and anxious to go but did not know how to start the load.—New York Times.

The First Railroad Accident.

The first great railroad accident occurred on the Great Western road of England in 1841. A train was rushing along when a mass of earth and stones fell from the embankment and obstructed the way. Eight persons were killed and many wounded. The coroner's jury returned a verdict of "accidental death in all cases and a deodand of £1,000, an engine, tender and carriages." The old common law provided that when any personal chattel was the cause of death it should be forfeited to the king. Part of this act was not enforced in later years, but a heavy fine was imposed on the owners of any chattel doing personal injury to the king's subjects. This law was observed as late as 1847, when parliament abolished the practice.—Detroit Free Press.

Theebaw, Ex-King, Explains.

A late copy of The Rangoon Gazette gives ex-King Theebaw's official explanation of how he came to lose the throne. Theebaw writes thus: "My late father, the royal-Mindoon Min, the golden footed lord of the white elephant, master of a thousand golden umbrellas, owner of the royal peacocks, lord of the sea and of the world, whose face was like the sun—he always smoked the Excel cheroot while meditating on his treatment of the bull faced, earth swallowing English. Had I done the same I should never have lost my throne, but I used the opium drugged cheroots from Manila and the trash which was sent me from San Francisco, and I fell. (Signed) Theebaw, formerly king.

A Fourteen Day Run.

The longest run by conductors on record is undoubtedly that of the Pullman conductors whose trip extends from Washington, D. C., to Mobile, Ala., thence back to Philadelphia, thence to New Orleans and thence back to Washington. Fourteen days are consumed in the run, allowing the conductor to reach his home only twice a month, although it includes a "lay off" at the different terminals. Of course, this is an exceptional arrangement of runs.—Chicago Railway Age.

Her Excuse.

When will parents learn not to expect too much of their children?

"Ethel, get up, my dear. Don't you know it's naughty to play like that? Mr. Smith's daughter never would do so. She's a good little girl."

"Well, mamma, Bessie Smith ought to be a better girl than I am. Her papa's a minister, and my papa's only a deacon."—Youth's Companion.

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" New Jersey, Pennsylvania, South and West 7.30 P.M.
" Greenwood Lake, 7.30 P.M.

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For all points via New York 11 A.M.
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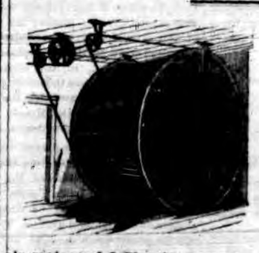

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